



General

Built	September-1989	International	GT 3,999.00	NT 2,619.00
Flag	Dutch	Panama Canal		3,388.00
Port of Registry	Scheveningen	Suez Canal		3,399.00
Callsign	PESF			
IMO/Lloyds nr	8810786		Draft	DWAT
Length over all [m]	107.65	Tropical	7.72	5,625
Beam [m]	16.20	Summer	7.56	5,415
Depth [m]	9.30	Winter	7.40	5,207
Bowthruster(s)	1			

Reefer

Holds	3
Hatches	4
Compartments	12
Minimum Deckheight [m]	2.20
Allowable weight of forklift including cargo	maximum 5 mt (Forklift to be equipped with minimum 4 airtyres)
Temperature zones	6
Cooling sections	1AB, 1CD, 2AB, 2CD, 3AB, 3CD
Temperature range [dC]	-25/+12
Air circulations [/hr]	90
Air renewals [/hr]	3
USDA equipped	Yes, certificate expired
Controlled Atmosphere	None
Modified Atmosphere	No equipment on board

Classification Details

Classification Society	Bureau Veritas (BV)
Main Class symbols	I
Service Notations	+Refrigerated cargo ship
Navigation Notations	Unrestricted Navigation
Additional Class Notations	+AUT-UMS, +REF-CARGO
Machinery	+MACH
Equivalent Finnish/Swedish	
Ice Strengthening	-

Reefer Compartment Capacity Breakdown

	Hold 1		Hold 2		Hold 3		Total	
	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm	Cbft	Sqm
A	12,653	154.00	21,943	266.00	15,140	185.00	49,736	605.00
B	18,309	191.00	40,012	461.00	21,075	240.00	79,396	892.00
C	13,924	155.00	38,219	458.00	16,108	188.00	68,251	801.00
D	11,654	120.00	38,170	408.00	14,055	135.00	63,879	663.00
Total	56,540	620.00	138,344	1,593.00	66,378	748.00	261,262	2,961.00

Hatch sizes

	Hold 1	Hold 2	Hold 3
	l x b	l x b	l x b
Deck	8.79 x 8.50	fwd: 8.79 x 8.50 aft: 8.79 x 8.50	8.79 x 8.50
A			
B			
C			

Container Carrying Capacity	Max FEU's	Add. TEU's	Max TEU's	Add. FEU's	
<u>On Weather Deck and Hatches</u>					
Empty Positions	Standard	16	20	52	0
Max Stackweight	Standard	8	0	16	0
Max Stackweight - Self-sustained	Standard	0	0	0	0
<u>Reefer Hold</u>					
Empty Positions	Standard	0	0	0	0
Max Stackweight	Standard	0	0	0	0
Max Stackweight - Self-sustained	Standard	0	0	0	0
Empty Positions	High Cube	0	0	0	0

'Max Stackweight' and 'Max Stackweight - Self-sustained' are the number of laden containers that can be loaded basis the maximum stackweight, calculating 26 mt gross for a laden FEU and 14 mt gross for a laden TEU

Above figures are as per vessel's technical layout. Actual container intake is subject to master's approval and depending on stability, stackweight and visibility.

Standard Voyage Container Carrying Capacity

Nr of High Cube (9.5') Reefers	6
of which Selfsustained	0

'Standard Voyage' = voyage from Panama Canal to Rotterdam, with a full cargo of bananas in the holds and departing with full bunker tanks. Containers on this voyage are considered to weigh 26 mt gross.

Reefer Plugs

Nr. of electrical Reefer Plugs	6
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Cargo Gear

4 Cranes x 5.0 mt

Bunker Tank Capacities

	<u>Cbm (100%)</u>	<u>Cbm at max filling level*</u>	<u>mt**</u>
Bunkertanks dedicated for High Sulphur RMG380 (IFO380)	389	370	366
Bunkertanks dedicated for Low Sulphur RMG380 (IFO380)	92	88	87
Overflow/Settling/Daytanks for RMG380 (IFO380)	91	16	16
Total bunker capacity for RMG380 (IFO380)	573	474	469
Bunkertanks dedicated for High Sulphur DMA (MGO)	45	38	32
Bunkertanks dedicated for Low Sulphur DMA (MGO)	33	28	24
Overflow/Settling/Daytanks for DMA (MGO)	10	9	7
Total bunker capacity for DMA (MGO)	88	75	64
*) Vessel shall not mix bunkers from different bunkerings in 1 bunker tank. This may reduce the actual bunker capacity. **) Capacity in mt serve as indication only.			

